From the above it is seen that during April-January, 1999-2000, a positive growth over last year has been witnessed in movement of all commodities including coal, cement, steel and iron ore. However, movement of coal and steel has been slightly lower than the loading achieved during April—January, 1997-98.

(b) Cyclones in Orissa, imports of coal and recession in steel industry has been responsible for the shortfall in loading level of coal and steel during 1999-2000.

(c) Ministry of Railways is maintaining continuous and close liaison both with the rail-user organisations as well as the concerned Ministries/ Departments for maximising movement of traffic by rail. Also close monitoring is being done both at the field level as well as at the Railway Ministry level to ensure smooth movement of freight traffic. Besides this, aggressive marketing strategies have been adopted by Railways to give support to rail traffic demand to increase the quantum of rail freight traffic.

Quantum of Passenger and Freight Subsidies

1813. MISS MABEL REBELLO:
SHRIMATI CHANDRESH KUMARI:
SHRI SURESH KALMADI:

Will the Minister of RAILWAYS be pleased to state:

(a) what is the total quantum of passenger and freight subsidies, annually;

(b) whether it is a fact that rail services / subsidies are overwhelmingly consumed by non-poor; and

(c) what is the percentage of railway subsidy spent on below-poverty line population?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) to (c) Barring a few commodities, such as salt, sugarcane, fruits and vegetables, etc., which are carried below the cost of operation by an amount of Rs. 110 Cr., freight traffic in 1998-99 subsidised the movement of passenger services (excluding AC classes), and other coaching services to the extent of Rs. 2585.01 cr.

No statistics are being maintained in respect of the income particulars of consumers of Railway services.